

Red Bank Incident

CA-TGU-009386

Incident Action Plan

Operational Period

Sep 14th - Sep 17th 2019

0700 - 0700



INCIDENT OBJECTIVES (ICS 202)

1. Incident Name: <p style="text-align: center;">RED BANK</p>	2. Operational Period:	Date From: 9/14/2019 Time From: 0700	Date To: 9/17/2019 Time To: 0700
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3. Objective(s):

Management Objectives

- Utilize Incident Risk Analysis to identify hazardous conditions and apply mitigations to provide for responder and public safety throughout the duration of the incident.
- Utilize appropriate strategy and tactics to ensure protection of infrastructure, private property, and transportation routes.
- Accurately track costs and provide fiscal accountability while ensuring the needs of the incident are met.
- Ensure accurate, timely, and coordinated information is disseminated to the public and stakeholders using social media and community outreach.
- Maintain positive working relations and communications with cooperators by recognizing the needs of the various agencies.
- Continue collaboration and cooperation with South Fire Incident Management Team to ensure operational objectives are met.

Control Objectives

Keep the fire within current control lines

General Situational Awareness:

Steep and rugged terrain, critically dry and receptive fuel beds, active area for fire history and drought stressed trees.

5. Site Safety Plan Required? Yes No

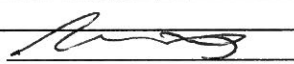
Approved Site Safety Plan(s) Located at:

6. Incident Action Plan

<input checked="" type="checkbox"/> ICS 203	<input checked="" type="checkbox"/> ICS 215A	<input type="checkbox"/> Phone List	<input checked="" type="checkbox"/> Fire Suppression Repair Plan
<input checked="" type="checkbox"/> ICS 204	<input checked="" type="checkbox"/> ICS 220	<input type="checkbox"/> Training Message	<input checked="" type="checkbox"/> Public information message
<input checked="" type="checkbox"/> ICS 205	<input checked="" type="checkbox"/> Incident Map	<input checked="" type="checkbox"/> Travel Map	<input type="checkbox"/>
<input checked="" type="checkbox"/> ICS 206	<input checked="" type="checkbox"/> Weather Forecast	<input type="checkbox"/> Demob Plan	<input type="checkbox"/>
<input checked="" type="checkbox"/> ICS 208	<input checked="" type="checkbox"/> Fire Behavior	<input checked="" type="checkbox"/> Finance Message	<input checked="" type="checkbox"/> ICS 214

7. Prepared By: M. Smith	Position/Title: PSC	Signature:
8. Approved by Incident Commander:	T. Stroing	Signature:

ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name: RED BANK		2. Operational Period: Date From: 9/14/2019 Time From: 0700		Date To: 9/17/2019 Time To: 0700	
3. Incident Commander(s) and Command Staff:			7. Operation Section:		
IC/UC's	T. Stroing	Operations	M. Smith		
Deputy		Deputy Operations			
Safety Officer	T. Horton	Night Ops			
Information Officer		Staging Area			
Liaison Officer		Branch	III		
Law Liasion		Division/Group	RED BANK - O	S. Raley (12hr)	
4. Agency/Organization Representatives:			Division/Group		
	Name	Division/Group			
CHP	Kevin Alexander	Division/Group			
PG&E	Mike Weaver	Division/Group			
Tehama Co Sheriff	Andy Houghtby	Division/Group			
Tehama Co Sheriff	Nole Clem	Branch X			
OES Fire	David Franklin	Division/Group	KK/MM - MM	G. Trull / L. Thomas (T) (12hr)	
USFS	Tom Hall	Division/Group	PP	M. Brown / R. Allen (T) (12hr)	
BLM	Robert Winkler	Division/Group			
CCC	Chad Harris	Division/Group			
CDCR	Brett Lewis	Division/Group			
NDF	Eric Antle	Division/Group			
Red Bluff F.D.	Ray Barber	Division/Group			
CALFIRE TGU	R. Fregoso	Division/Group	Supp Rep	L. Titus (12hr)	
		Division/Group			
		Division/Group			
		Division/Group			
		Division/Group			
5. Planning Section:			Branch		
Chief	Monty Smith	Division/Group			
Deputy		Division/Group			
Resource Unit		Division/Group			
Situation Unit		Division/Group			
Documentation Unit		Division/Group			
Demobilization Unit		Division/Group			
GISS		Division/Group			
FBAN		Division/Group			
IMET		Division/Group			
Training Tech Spec		Air Operations Branch		Director:	G. Magna
		Air Support Group Supervisor			
		Air Tactical Group Supervisor			
6. Logistics Section			Helibase Manager		
Chief	T. Duran				
Deputy					
Supply Unit					
Facilities Unit					
Ground Support Unit	D. Olyear				
Communications Unit					
Medical Unit					
Ordering Manager					
			8. Finance/Administration Section:		
		Chief	T. Allen-Nolan		
		Deputy			
		Time Unit			
		Procurement Unit			
		Comp/Claims Unit	B. Stirton		
		Cost Unit			
Prepared By: Name: Monty Smith		Position/Title: PSC		Signature: 	
ICS 203		Date/Time: 9/13/2019 2300 hours			



3 Day IAP Red Bank Fire Weather Forecast



FORECAST NO: 8

NAME OF FIRE: Red Bank Fire

PREDICTION FOR: 0700 Sat-1900 Mon

UNIT: CA-TGU

SHIFT DATE: 9/14/19-9/16/19

SIGNED: *Ryan Walbrun*

TIME AND DATE

Incident Meteorologist: Ryan Walbrun-IMET

FORECAST ISSUED: 1900 hours on 9/13

Due to the changing weather please get updated spot forecasts daily from NWS Sacramento at:
or Call NWS Sacramento at: **916-979-3047**

...Cold Frontal passage late Sunday Night into Monday...

WEATHER DISCUSSION: There are no big changes forecast for Saturday as hot and dry weather will continue. The only change of note will be Southeast winds this afternoon and evening. Winds will stay out of the south on Sunday in advance of an approaching weather system. The current timing suggests that most of the daylight hours of Sunday will remain hot and dry with increasing clouds and southerly winds late in the burn period. Right now a fairly strong early season cold front is forecast to arrive sometime Sunday night into Monday morning. The 3-6 hour window ahead of the cold front will be a potentially dangerous time when unstable and increasing winds aloft may enhance fire activity. There is increasing confidence that rain will accompany the frontal passage but rainfall amounts remain tough to nail down. Early estimates suggest up to 0.20 is possible across Branch X and 0.10 over the Red Bank Fire. Should the front fall apart and not produce much rain there is high confidence for much cooler weather with higher humidity along with West winds on Monday.

Weather Forecast Saturday:

WEATHER: Continued hot and dry with no big changes over the Red Bank Fire. Smoke over Branch X.

HIGH TEMPERATURES: 92-97 Red Bank and 86-91 Branch X. Little overall change.

HUMIDITY: Afternoon minimum 12-22%. Little overall change.

20 FT WINDS:

Red Bank: Northeast 2-5 mph early turning Southeast 3-6 mph afternoon gusts 10-12 mph

Branch X: Southeast 3-6 mph gusts 10-12 mph, otherwise upslope 2-5 mph lower
Drainages along Cottonwood Creek.

STABILITY/INVERSION: Moderate to strong inversion with smoke over Branch X most of the day.

Saturday Night: Areas of smoke otherwise clear. Mild and dry with moderate humidity recovery. Evening West winds 3-6 mph becoming light. Humidity recovery 30-40% except locally 20-30% above 2500 feet in Branch X. Overnight lows 55 Branch X and 60 Red Bank Fire.

Sunday: Most of the day remains hot and dry, though there will be a cooling trend of about 2-5 degrees with highs 84 (Branch X) to 94 (Red Bank). Humidity values 16-24%. Gradually increasing southeast winds by afternoon 5-10 mph late day gusts 12-15 mph. Increasing high clouds late in the day/evening.

Sunday Night: Dry in the evening, then a cold front passes through overnight. There will be a 3-6 hour window of gusty southwest winds 10-20 mph before the cold front arrives. Rain likely by Monday morning.

Monday: Morning rain showers then party cloudy. Much cooler with highs 59 (Branch X) to 69 (Red Bank).

Extended Forecast: Drying trend but seasonably cool Tuesday into Wednesday with West winds and highs in the 70s. Long range trends remain low confidence but not seeing any dry North wind events at this time. Latest model data suggests another cold front later Wednesday or Thursday of next week.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 8

TYPE OF FIRE: Wildland Fire

FIRE NAME: Red Bank


OPERATIONAL PERIOD: 9/14-17 3 Day

DATE ISSUED: 09/11

TIME ISSUED: 1900

UNIT: TGU

SIGNED: //Troy Velin//



General Discussion

Fire season 2019 has experienced moderated fire behavior so far. This is due to multiple factors; above average precipitation, lower than average temperatures and live fuels that are only now beginning to show signs of seasonal drought stress.

Live Fuel Moistures are tracking with seasonal averages. Other tools used to measure fuel moisture and indices that describe a fire's resistance to control are all at or below average (ERC and BI). We have seen over the last month that even with low live fuel moisture, fires still require wind or slope for significant growth. As we continue into fall shorter days, longer nights, and better humidity recovery will further moderate the potential for significant growth fires on Northern California.

SPECIFIC:

Branch X:

Minimal fire activity expected. I do not expect uncontrolled growth in the Branch.

Branch XV:

The South fire, North of the South Fork of Cottonwood creek will remain active. The fire is generally burning the South and Southwest aspects of an East/West drainage. As the fire continues to move up-drainage the likelihood of the fire slopping or spotting south of the creek will increase. Higher intensity burning due to aspect, wind, and a narrowing of the creek make sections 14 and 10 likely areas for the fire to cross to the south. Fuels west of the fire's current perimeter last burned in 2008 and is broken into pockets of reproduction brush and grass. If Nuisance ridge continues to hold the current fire I do not see a threat of significant growth to the North towards Cold Fork Creek.

Fire south of the creek will generally be in North and Northeast aspects. In the lower third of the drainage fuels consist of grass oak woodland, and occasional pockets of brush. There is evidence from the 2008 burn scar that the lower third of the drainage held fire well and burned with low intensity. Spot fires in this area under seasonally normal conditions will progress slowly. The upper two thirds of the drainage west of Slides creek has been converted from mature fir stands to brush. Fire in this area will move more quickly and will be resistant to control efforts. Slides and Harvey creek drainages are steep North/South drainages that would be adversely effected by North winds.

Season Ending/Fire Stopping Event – Analyst, Rick Stratton

Criteria used to predict the probability of a season ending or fire stopping event include; gridded weather data, fire perimeter and ERC. The ERC criteria for the South Fire is 75. On October 7th, there is a 25% probability for a season ending event, Oct 16th, a 50% chance, Oct 24th a 80% chance, Nov 3rd 90% chance.

SAFETY

- Base all actions on current and expected behavior of the fire. We have entered the portion of fire season when fuels are at their driest. This is also the season when North wind events become more frequent.
- Know what your fire is doing at all times. The further up-drainage the South fire gets before crossing to the south will allow more reaction time before it threatens DPA.
- Keep informed on fire weather conditions and forecasts. This is a major drainage and will amplify winds. Weather systems with Westerly or Northerly winds are watch outs for the fire crossing to the South.



3-DAY RED BANK HEALTH AND SAFETY MESSAGE

Maintain Situational Awareness!!!

INCIDENT: Red Bank Incident CA-TGU-009386 | **DATE:** September 14-16, 2019 | **TIME:** 0700-0700

Major Hazards & Risks: Hot dry Weather, Complacency, Steep terrain.

Driving: Slow Down! Drive defensively. Drive with headlights and seatbelts on. Coordinate your movements on one-lane roads.

Fire suppression repair: Monitor safe working distances. Utilize communication with heavy equipment operators (radio or hand signals). Maintain accountability of personnel at all times. Avoid working below dozers, watch for rolling material.

Mop Up: Conduct a thorough briefing for all personnel. Use all PPE, including eye protection. Maintain proper spacing. Be alert for stump holes. Evaluate unburned islands and stay alert.

Complacency: All PPE must be worn when working on the fire line. Mop up requires your situational awareness even without active fire. Unburned fuels can re-ignite suddenly and turn against you.

Fire Behavior: Be ready for new fires in the area. Fuels are receptive to fire spread. Be alert to changes in wind direction and expect changes in fire behavior. Flare-ups generally occur in deceptively light fuels.

Steep slopes/rolling material: Watch your footing while hiking in steep terrain. Be careful of loose rolling debris. Maintain Situational Awareness.

Personnel: Manage yourself and those around you for fatigue. As fatigue increases, injuries tend to increase also. Keep an eye on your crew and partner. Stay engaged and make smart decisions.

Review your ICS 206 and know what to do in the event of a line emergency.

Lookouts, Communication, Escape routes, Safety zones

Backhaul in Progress:

- Use proper lifting techniques,
- Be aware of stump holes
- Watch out for trip hazards and loose footing
- Don't become complacent

Fire Suppression Repair


- Stay alert working around heavy equipment:
- Utilize communication with heavy equipment operators (radio or hand signals).
- Monitor safe working distances
- Avoid working below dozers, watch for rolling material.
- Maintain accountability of personnel



RED BANK INCIDENT RISK ANALYSIS (ICS 215a)

DIV	HAZARDOUS ACTIONS/CONDITIONS	MITIGATIONS / WARNINGS / REMEDIES
ALL	COMPLACENCY	<p>Don't underestimate the task at hand.</p> <p>Wear full PPE while on the line.</p> <p>Don't get caught off guard</p> <p>Do you have the right radio clone?</p>
ALL	FIRE BEHAVIOR	<p>Be prepared for new starts.</p> <p>Know your LCES and maintain Situational Awareness.</p> <p>Use experienced Look Outs.</p> <p>Adhere to the downhill line construction guidelines.</p> <p>Monitor weather for changes in the wind, temp, and RH during the shift.</p> <p>Have a contingency plan with established decision points and safety zones.</p>
ALL	FATIGUE/HEAT/DEHYDRATION	<p>Be alert for signs of fatigue and take breaks as necessary on hot dry days.</p> <p>Monitor incoming resources for level of fatigue. Drink water before, during and after shifts, up to 1.5 gal. per shift.</p> <p>Be alert for signs of heat stress in yourself and others; use the buddy system.</p> <p>Eat small meals often and when possible. Find shade when you can.</p> <p>Drink electrolyte drinks at a 2 water to 1 sport drink ratio.</p>
ALL	STEEP TERRAIN / ROLLING DEBRIS	<p>Watch your footing while hiking in steep terrain.</p> <p>Be careful of loose rolling debris.</p> <p>Maintain Situational Awareness.</p>
ALL	HAZARD TREES	<p>Identify and isolate the area to provide for the safety of others.</p> <p>Flag and make proper notifications.</p> <p>Do not fall trees out of your certification level.</p>
ALL	LINE CONSTRUCTION	<p>Conduct thorough briefing for all personnel (inside rear cover IRPG).</p> <p>Ensure LCES in place prior to engagement.</p> <p>Establish adequate safety zones.</p> <p>Use Downhill Line Checklist.</p> <p>Follow "Look Up, Look Down, Look Around" procedures.</p> <p>Utilize Risk Management Process. Reference the IRPG.</p>
ALL	DRIVING HAZARDS	<p>Slow Down! Long travel times to the line, stay alert.</p> <p>Drive defensively! Expect the unexpected around every curve.</p> <p>Drive with headlights and seatbelts on. Narrow roads with limited passing room.</p> <p>Coordinate your movements on one-lane roads, follow traffic plans.</p>
ALL	AIRCRAFT OPERATIONS	<p>If aircraft are flying, then:</p> <p>Monitor air-to-ground frequency, they are your eyes in the sky.</p> <p>Use air-to-ground frequency to communicate with aircraft.</p> <p>Use clear, concise statements when directing aircraft.</p> <p>Only utilize aircraft to insert personnel on the line when necessary.</p>
ALL	DOZER SAFETY	<p>Watch for rolling material.</p> <p>Monitor safe working distances.</p> <p>Avoid working below dozer.</p> <p>Utilize communication with the operator (radio or hand signals)</p>
ALL	FIRE SUPPRESSION REPAIR	<p>Monitor safe working distances. Utilize communication with heavy equipment operators (radio or hand signals). Maintain accountability of personnel at all times.</p> <p>Avoid working below dozers, watch for rolling material.</p>
III	BACKHAUL	<p>Use proper lifting techniques. Be aware of stump holes.</p> <p>Watch out for trip hazards and loose footing.</p>
ALL	PERFORM TAIL GATE SAFETY MEETINGS	<p>Everyone should be briefed on the conditions and circumstances regarding the fire and their assignments per the IRPG.</p>
Incident Name: Red Bank ICS 215a		DATE PREPARED: September 13, 1900hrs Prepared by: Todd Horton SOFR
		OPERATIONAL PERIOD Sept 14-16, 2019 0700-0700

ICS 205 - INCIDENT RADIO COMMUNICATIONS PLAN

1. Incident Name: RED BANK Incident Channels		2. Date/Time Prepared Date: 09/13/2019 Time: 1930		3. Operational Period: Date To: 09/17/19 Time To: 0700				
4. Communications								
Ch#	Function	Name	Assigned To	Rx Freq	Rx Tone	Tx Freq	Tx Tone	Notes
1	COMMAND	CDF C7 T1	ALL DIVS	151.4600N	T8 - 103.5	159.3900N	T1 - 110.9	TONE 1
2	COMMAND	CDF C7 T15	ALL DIVS	151.4600N	T8 - 103.5	159.3900N	T15 - 162.2	TONE 15 - Portable Repeater
3								
4	TACTICAL	CDF T24	UNASSIGNED	151.3325N	T16 - 192.8	151.3325N	T16 - 192.8	
5	TACTICAL	CDF T25	DIV O	159.2775N	T16 - 192.8	159.2775N	T16 - 192.8	
6	TACTICAL	CDF T26	UNASSIGNED	159.2925N	T16 - 192.8	159.2925N	T16 - 192.8	
7	TACTICAL	CDF T27	UNASSIGNED	159.3075N	T16 - 192.8	159.3075N	T16 - 192.8	
8	TACTICAL	CDF T28	DIV PP	151.1825N	T16 - 192.8	151.1825N	T16 - 192.8	
9	TACTICAL	CDF T36	DIV MM	151.1525N	T16 - 192.8	151.1525N	T16 - 192.8	
10	TACTICAL	CDF T37	SUPPRESSION REPAIR	159.3375N	T16 - 192.8	159.3375N	T16 - 192.8	
11								
12								
13								
14	AIR TO GROUND	CDF T18	ALL DIVS	159.3450N	T16 - 192.8	159.3450N	T16 - 192.8	AIR TO GROUND
15	MEDICAL	CALCORD	ALL DIVS	156.0750N	T6 - 156.7	156.0750N	T6 - 156.7	MEDICAL COORDINATION
16	AIRGUARD	AIRGUARD	ALL DIVS	168.6250N		168.6250N	T1 - 110.9	EMERGENCY
17								
18								
19								
20	AIRGUARD	AIRGUARD	ALL DIV	168.6250N		168.6250N	T1 - 110.9	EMERGENCY
5. Special Instructions								
6. Prepared by (Communications Unit Leader): Name: Ken Parker						Signature: 		
ICS 205 - CONTROLLED UNCLASSIFIED INFORMATION//BASIC						Date/Time: 09/13/19 1930		

MEDICAL PLAN ICS 206	1. INCIDENT NAME Red Bank	2. DATE PREPARED 9-13-19	3. TIME PREPARED 2100	4. OPERATIONAL PERIOD Sep 14 0700-Sep 16 0700 2019
	5. INCIDENT MEDICAL AID STATIONS			

MEDICAL AID STATIONS	LOCATION	PARAMEDICS	
		YES	NO
CAL FIRE BLS Engine Companies	All Divisions		X

6. TRANSPORTATION

A. AMBULANCE SERVICES

NAME	LOCATION	PHONE	PARAMEDICS	
			YES	NO
Saint Elizabeth Hospital	2450 Sister Mary Columba Drive Red Bluff	530-529-8000	X	

B. INCIDENT AMBULANCES

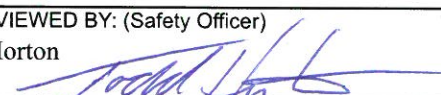
NAME	LOCATION	PARAMEDICS	
		YES	NO
N/A			

7. HOSPITALS

NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
		Saint Elizabeth Hospital	2450 Sister Mary Columba Drive		10	35	530-529-8000	x
Mercy Medical Center	2179 Rosaline Dr., Redding	10	70	530-225-6000	X			X
UC Davis Medical Center	2315 Stockton Blvd. Sacramento	45	3 hrs	916-734-3636	X		X	

8. MEDICAL EMERGENCY PROCEDURES

<p><u>EMERGENCY FREQUENCY: CALCORD</u></p> <p><u>LINE EMERGENCY/ IWI PROCEDURES</u></p> <p>Crew Supervisor will contact Division Supervisor with patient complaint/condition and location.</p> <ul style="list-style-type: none"> • Division/Group Supervisor contacts: <ol style="list-style-type: none"> 1. Closest BLS resource 2. Incident Commander • Incident Commander contacts: <ol style="list-style-type: none"> 1. ECC • Division Supervisor or designee will serve as point of contact and run medical emergency on assigned channel. <ol style="list-style-type: none"> 1. A pre-assigned tactical frequency (i.e. CALCORD) should be used for IWI and only for duration of need. • ECC will clear command channel for emergency traffic as needed and only for duration of need. 	<p align="center"><u>INJURY REPORTING PROCEDURES</u></p> <p>NATURE OF INJURY _____</p> <p>LOCATION OF PATIENT _____</p> <p>POINT OF CONTACT _____</p> <p>TRANSPORTATION REQUESTED BY: AIR ___ GROUND ___</p> <p>POINT OF PICKUP _____</p> <p>LAT _____ LONG _____</p> <p>PATIENT UNIT ID _____</p> <p>IS AN EMT WITH PATIENT: YES ___ NO ___</p> <p>AGE _____</p> <p>SEX: MALE ___ FEMALE ___</p> <p align="center">ALL EMERGENCIES---Secure the area and identify witnesses for later investigation. Keep an accurate log of events.</p>
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ICS 206 (Rev 03/12) FR	9. PREPARED BY: (Medical Unit Leader) Todd Horton	10. REVIEWED BY: (Safety Officer) Todd Horton 
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FINANCE MESSAGE
REDBANK INCIDENT
CA-TGU-009386

CAL FIRE PERSONNEL

Make sure to update your FC-33.

ALL HIRED EQUIPMENT

Close out will be at the Gaia Hotel

4125 Riverside Pl
Anderson, CA 96007

PROPERTY DAMAGE or INJURIES

Report any property damage caused by suppression or suppression repair activities and/or injuries to the COMP/CLAIMS Unit Leader.

Peter Bymers
530-708-2985
FINANCE SECTION CHIEF

2 Operator, 24 Hour Shift

EMERGENCY SHIFT TICKET and EVALUATION FORM					Contractor Name	
The responsible Government Officer will complete this form each shift					Fireline Builders	
Incident or Project Name Red Bank		Incident Number 19CATGU 009386	Request Number E-999		Operator #1 Jim Smith	Operator #2 John Jones
Agreement Number LNU01234567					Operator Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Equipment Make CAT		Equipment Model / Type Dozer D6H			Operating Supplies Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Serial Number 6LN3344		Licence Number			Equipment Status <input checked="" type="checkbox"/> Inspected <input checked="" type="checkbox"/> Under Agreement	
Equipment Use					Released by Government <input type="checkbox"/>	
(Circle) Hours / Days / Miles					Withdrawn by Contractor <input type="checkbox"/>	
Date Mo / Day	Start	Stop	Work	Assignment		
6/23	0700	2400	17	Division J		
6/24	0001	0700	7	Division J		
Vendor Rating					Govt. Rep. Name and Position - PRINT Mike Brown, Div J	
Met Performance Expectations					Govt. Rep. Signature <i>Mike Brown</i>	
Equipment in Safe Working Condition					Contractor Signature <i>Jim Smith</i>	
Operator Skill Level					Date 09/06/19	
Operates Safely					Time 0700	
Operator's Cooperation Level					Remarks/Comments ** 2 Operators	
Overall Performance					Calfire 297 (Rev 3-2011)	
* NOTE: Any rating of POOR requires an explanation in Comment Section.					Calfire 297 (Rev 3-2011)	
**Final evaluation or for more documentation, use an ICS Form 230 or equivalent.					Calfire 297 (Rev 3-2011)	

Pink - Finance

Blue - Home Unit HE Coordinator

Yellow - Vendor

White - Govt Representative

1 Operator, 12 Hour Shift

EMERGENCY SHIFT TICKET and EVALUATION FORM					Contractor Name	
The responsible Government Officer will complete this form each shift					H2O For You	
Incident or Project Name Red Bank		Incident Number 19CATGU 009386	Request Number E-899		Operator #1 James Russell	Operator #2
Agreement Number LNU1111199					Operator Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Equipment Make Peterbilt		Equipment Model / Type 2000 Gallon			Operating Supplies Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Serial Number 11145N		Licence Number SE653574			Equipment Status <input checked="" type="checkbox"/> Inspected <input checked="" type="checkbox"/> Under Agreement	
Equipment Use					Released by Government <input type="checkbox"/>	
(Circle) Hours / Days / Miles					Withdrawn by Contractor <input type="checkbox"/>	
Date Mo / Day	Start	Stop	Work	Assignment		
6/23	0001	0700	7	Off Shift		
6/23	0700	2000	13	Division B		
6/23	2000	2400	4	Off Shift		
Vendor Rating					Govt. Rep. Name and Position - PRINT Steve Hampton, Div B	
Met Performance Expectations					Govt. Rep. Signature <i>Steve Hampton</i>	
Equipment in Safe Working Condition					Contractor Signature <i>James Russell</i>	
Operator Skill Level					Date 09/06/19	
Operates Safely					Time 2000	
Operator's Cooperation Level					Remarks/Comments ** 1 Operator	
Overall Performance					Calfire 297 (Rev 3-2011)	
* NOTE: Any rating of POOR requires an explanation in Comment Section.					Calfire 297 (Rev 3-2011)	
**Final evaluation or for more documentation, use an ICS Form 230 or equivalent.					Calfire 297 (Rev 3-2011)	

Pink - Finance

Blue - Home Unit HE Coordinator

Yellow - Vendor

White - Govt Representative



PUBLIC INFORMATION SECTION



Incident Information Line: (530) 690-5699

STATUS	
Incident Start Date: 9/5/19	Incident Start Time: 12:19 p.m.
Cause: Lightning	Acres:
Containment:	Total Personnel:

MEDIA – The California State Penal Code Section 409.5(d) allows the news media to enter scenes of disaster, riot or civil disturbance. Properly identified members of the news media should not be restricted from entering locations specified within the code. However, this does not include crime scenes, private property and does not imply that the news media may interfere with incident operations while they are in the areas of concern. More information can be found [here](#).



CAL FIRE SOCIAL MEDIA POLICY – When assigned to a CAL FIRE incident, you will adhere to the CAL FIRE Social Media Policy, Section 0691. You can find further information about the CAL FIRE Social Media Policy [here](#).



PHOTOGRAPHS AND VIDEOS OF INCIDENT – We are in a new era of media. Media no longer means news/broadcast industry, but now refers to anyone that has the capability to shoot video, photographs and post them onto social media sites in a matter of minutes. Unfortunately, we have seen some instances of photographs or videos that have depicted unsafe, unprofessional or embarrassing circumstances which are a serious breach of ethics. When this happens, it reflects poorly on all that are attached to this incident. Posting an inappropriate video, photo or blog comment could expose oneself to unwanted ramifications. It may be unsafe to shoot photos or video and a firefighter who is concentrating on a camera loses their situational awareness.

The Public Information Office would like copies of the video and pictures that you safely took while not in an emergency situation, fire suppression activity or in an overhead assignment. Bring your video and pictures to the Public Information trailer; they will be reviewed and possibly uploaded to our many CAL FIRE social media sites. Remember, we don't want photographs or videos that depict unsafe, unprofessional or embarrassing circumstances, which are a serious breach of ethics.

LOST AND FOUND – The Information Section will manage lost and found items for the incident.

MAIL SERVICE – The Information Section can assist you with sending and receiving mail.
Address mail to: Red Banks Incident, Tehama County Fairgrounds.
ATTN: Name and Request Number 650 Antelope Blvd, Red Bluff CA 96080

"Red Bank" Incident Fire Suppression Repair Plan

I. Objectives

The objective of the Suppression Repair Plan is to mitigate possible adverse effects to resources resulting from fire suppression activities on the Red Bank Fire in a manner which does not compromise firefighter safety. The mitigations described within this plan have been developed to apply to constructed fire lines, watercourse crossings, access roads, drop points, heli-spots and any other locations disturbed by fire suppression activities. A Repair Specialist will be assigned to ensure that work is done as required and according to the Emergency Fire Suppression Repair Plan. Additional specialists or equipment may be used if the need arises. Specialists will release equipment from the area when their work is completed.

II. General Repair Guidelines

A. Helispots/Staging Areas/Safety Zones

- 1) Re-contour to the original slope as requested by the Repair Specialist.
- 2) Remove soil, and/or breach berms so that runoff can be dissipated. Cross drain these areas to effectively dissipate water runoff.
- 3) Place disturbed vegetation, brush and trees, piled during line construction, on the surface of safety zones and open areas. This may be done with equipment or hand crews.

B. Roads

- 1) Re-establish existing berms where applicable.
- 2) Breach berms to facilitate drainage, where applicable.
- 3) Clean culverts plugged with soil and rock resulting from fire suppression activities.
- 4) Blading or grading of roads may be necessary.

C. Firelines; Hand and Dozer

Install waterbars as needed. Waterbars are designed to intercept, slow and spread the precipitation run-off in order to reduce sediment transport and soil erosion. The idea is to move water off the fireline before it can build up enough energy to erode and transport sediment. Re-establish waterbars and rolling dips using pre-fire locations. Flatten berms along fire lines to match natural contours. Utilize cut vegetation for erosion control on steep dozer and hand lines.

Water Bar or cross drain spacing				
Fireline or Road Gradient (%)	0-10%	11-25%	26-50%	>50%
Spacing	200'	150'	100'	75'

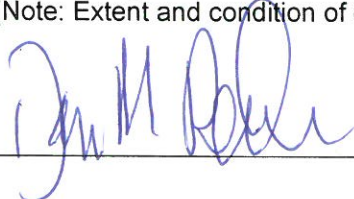
D. Watercourses

- 1) Watercourse crossings shall be dipped to original configuration. Waterbreaks shall be installed on each side of channel to divert flow off of trails prior to entering watercourse channel.
- 2) Remove all soil and debris that was placed in any stream channel. A Repair Specialist will review the site for acceptability. If all foreign material cannot be removed with heavy equipment, the material shall be removed by hand. The approaches to the crossing may be sloped back to prevent future stream bank failure.

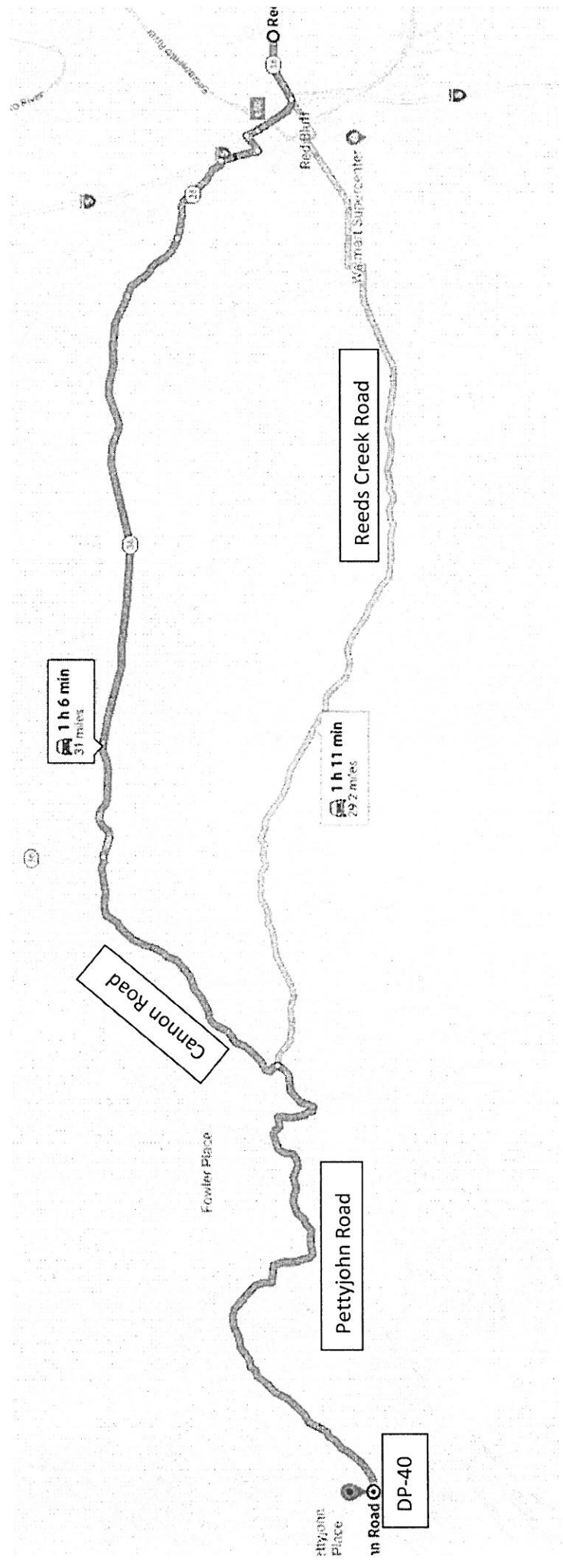
E. Other Repair Concerns

- 1) Remove all trash from fire lines and other affected areas.
- 2) Repair, broken, damaged fences, and/or gates damaged as the result of the fire control operations will be repaired. (Note: Extent and condition of damage should be documented prior to repairs.)

Prepared by: _____

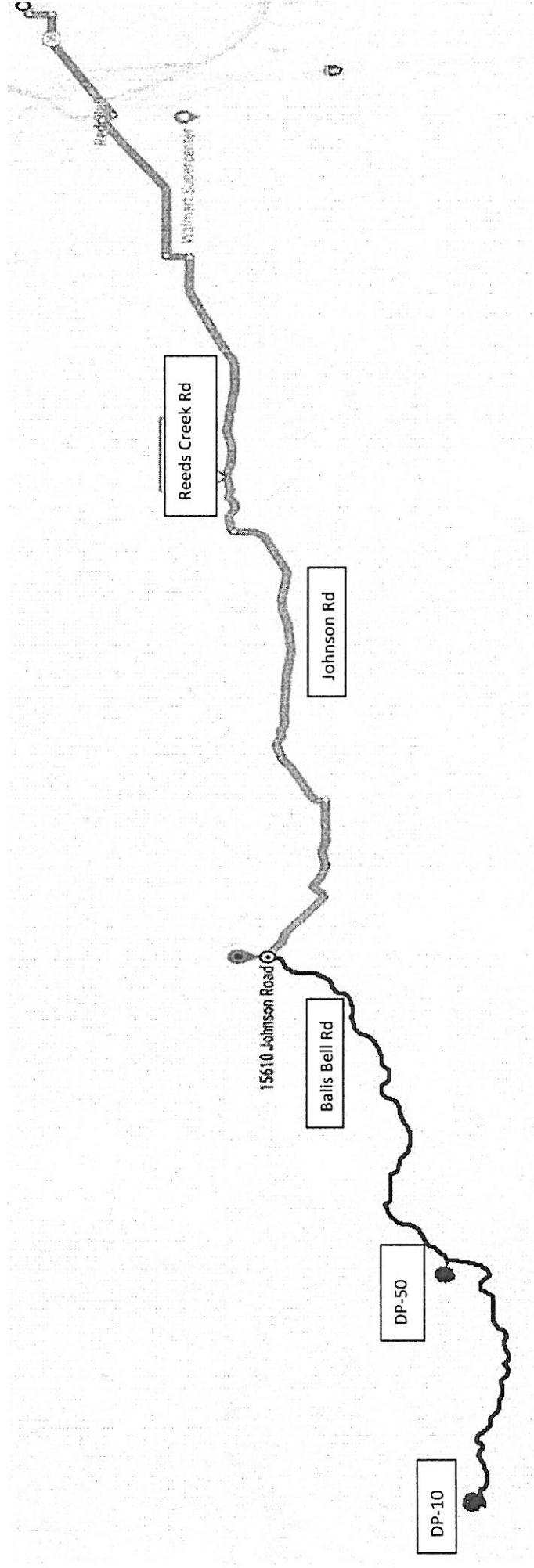


RED BANK TRAVEL MAP

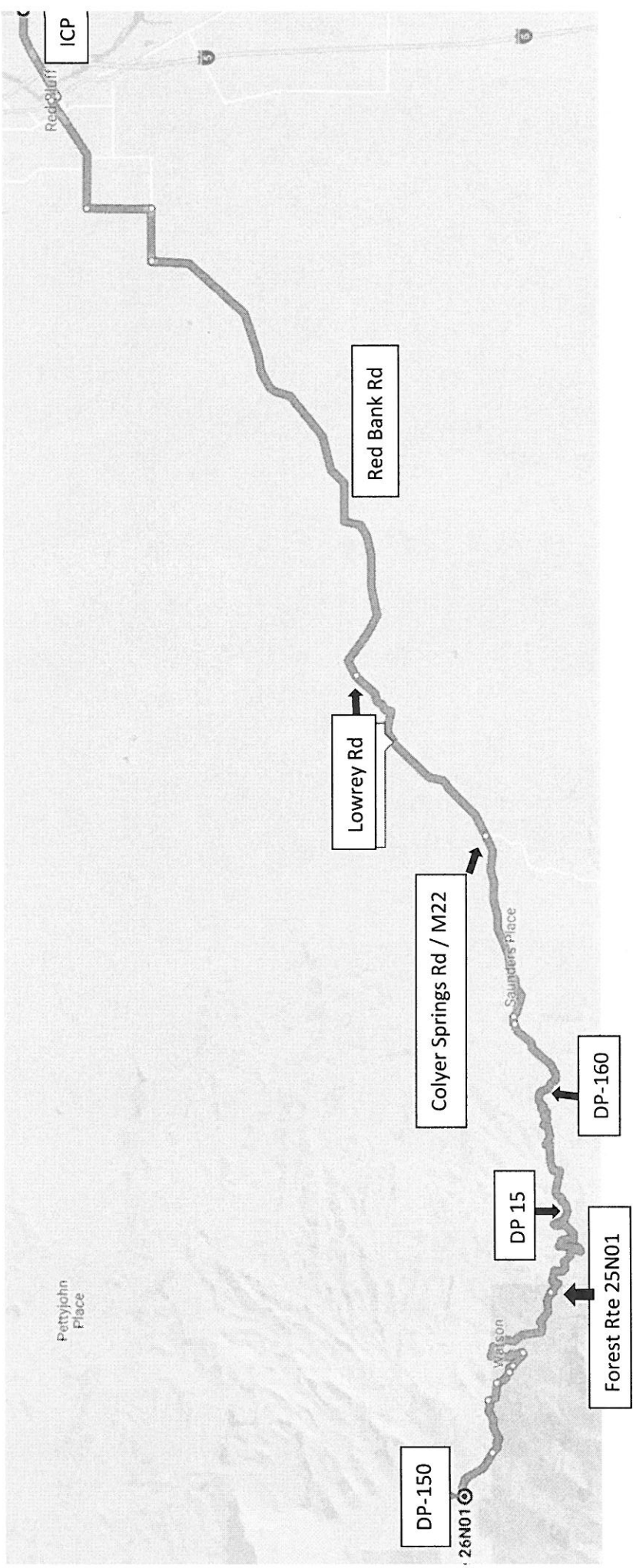


Directions from ICP to Branch V

RED BANK TRAVEL MAP



Directions from ICP to Branch VII



Directions from ICP to DP-150, DP-15, DP-160

Branch X

DP- 150 = 40°03'48.6"N 122°44'36.6"W

NOT TO SCALE

